

DEMANDS FOR SUPPLEMENTARY GRANTS.
PUBLIC WORKS DEPARTMENT.

PRESIDENT : The House will now proceed to the next item of business.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, I rise to move for a grant not exceeding Rs. 56,860 for (1) acquisition of land for the construction of Customs House, godowns and wharves in connection with the opening of the Port at Neendakara to the extent of Rs. 4,980, and (2) for the construction of permanent buildings for the Leper Colony at Noornad to the extent of Rs. 51,880. The Excise Commissioner will explain the reason for the demand of Rs. 4,980 required for the completion of the construction of customs house, godowns and wharves in connection with the opening of a Port at Neendakara and I will confine myself to the grant for the Leper Colony at Noornad.

Government have sanctioned altogether for the Leper Colony at Noornad, 3 estimates aggregating to Rs. 3,28,900 against which an expenditure of Rs. 2,07,189 has been incurred up to the end of the year 1111. The difference between the estimated amount and the expenditure so far incurred is Rs. 1,21,711. Of this Rs. 24,230 is required for payment of works that were in progress last year for which there is a budget provision of Rs. 20,000 in the current year and the remaining Rs. 21,500 is for works yet to be started in addition to the completion of the water supply arrangements which alone requires Rs. 26,150. When those works are completed the patients can be admitted to the hospital. I do not think there is any necessity to explain the demand further. I have given all the relevant figures and I hope the House will agree with me that it is desirable to admit the patients into the permanent buildings as early as possible.

MR. K. PADMANABHAN (*Chirayinkil I*): Is there not a port at Quilon?

PRESIDENT : Order, order. I take it that the honourable member's question relates to item No. 1.

MR. K. PADMANABHAN (*Chirayinkil I*): Yes, Sir.

PRESIDENT : The honourable member will perhaps wait until the Excise Commissioner has spoken.

MR. C. O. MADHAVAN (*Excise Commissioner*): Demands are often made.....

PRESIDENT : Will the honourable member please raise his voice a little louder?

MR. C. O. MADHAVAN (*Excise Commissioner*): Demands are often made by firms interested in the landing of goods at or near Quilon for permission to land heavy materials through the Neendakara Port. First of all the Electrical Engineer wanted to land some heavy machinery at Neendakara and then the A. D. Cotton Mills wanted to land an engine for their mills through Neendakara. Messrs Pierce, Leslie & Company also asked for permission to land coal at Neendakara. As such demands are made, the Government propose to open a port at

Neendakara as distinct from the one at Quilon and construct customs house, godowns and wharves there. It is for that purpose that this demand is made. The demand now relates to the compensation to be paid for the acquisition of land for that purpose on the northern side of the Neendakara Bar, to the east of the bridge. I move that the House may grant the demand.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): May I know whether these demands were not complied with all this time?

MR. C. O. MADHAVAN (*Excise Commissioner*): In two instances we had to grant special sanction due to the absence of a regular port.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): May I know when that special sanction was given?

MR. C. O. MADHAVAN (*Excise Commissioner*): One was in March 1935 and the other some time afterwards, in October 1935.

RAO SAHIB MAHA KAVI S. PARAMESVARA AIYAR (*Nominated*): Has no estimate been prepared for Neendakara being converted into a port?

MR. C. O. MADHAVAN (*Excise Commissioner*): No estimate has been prepared. Now the demand is only for compensation for the acquisition of lands.

RAO SAHIB MAHA KAVI S. PARAMESVARA AIYAR (*Nominated*): Has the member no idea as to the extent of the expenditure that the scheme would involve?

MR. C. O. MADHAVAN (*Excise Commissioner*): I am not in a position to give any definite information now.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): Is this demand likely to necessitate a permanent customs house there?

MR. C. O. MADHAVAN (*Excise Commissioner*): It is more godowns and wharves that are necessary now for the landing of goods. No permanent staff for a customs house is in contemplation at present.

MR. K. PADMANABHAN (*Chirayinkil I*): May I know the articles that could be landed at the Neendakara Port?

MR. C. O. MADHAVAN (*Excise Commissioner*): Heavy machinery and coal have been already landed at Neendakara. It is more convenient to land these articles through Neendakara for further transport through the backwaters.

MR. A. THANU PILLAI (*Trivandrum—Rural*): May I know the total cost for opening the Port at Neendakara?

MR. C. O. MADHAVAN (*Excise Commissioner*): The total cost has not been estimated.

MR. A. THANU PILLAI (*Trivandrum—Rural*): Cannot the member give at least an approximate amount of the total cost?

MR. C. O. MADHAVAN (*Excise Commissioner*): I am not in a position to give it now.

MR. A. THANU PILLAI (*Trivandrum—Rural*): Am I to take it that Government have embarked upon this scheme without any idea as to the total cost?

MR. C. O. MADHAVAN (*Excise Commissioner*): Of course it is not going to be a very costly thing. That is all that I can say now.

MR. A. THANU PILLAI (*Trivandrum—Rural*): I wish to know whether it would cost Rs. ten lakhs, one lakh or one thousand? The expression "very costly" may be interpreted in different ways by different people. I wish to know what the Government means by that?

MR. C. O. MADHAVAN (*Excise Commissioner*): On the assurance of the Chief Engineer I can say that it would not cost more than the cost for the construction of the building.

PRESIDENT: It is open to the Chief Engineer to speak if he is so inclined.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): At present the anchorage has been completed by the Survey Department. Boundary pillars demarcating the port have been built, and the only thing necessary at present is land for the building of the customs house and the wharves. Large expenditure would be necessary only when the Neendakara Port is more largely used.

MR. A. THANU PILLAI (*Trivandrum—Rural*): I wish to know the total cost for the works now under contemplation?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Rs. 4,980.

MR. A. THANU PILLAI (*Trivandrum—Rural*): That is not what I want. I want to know the total cost for the completion of the whole scheme?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): This expenditure is for land for the construction of buildings in the port. The other will depend mainly on how the port is used by the shippers.

MR. A. THANU PILLAI (*Trivandrum—Rural*): What is the anticipation of Government in regard to that?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): It is anticipated that the Neendakara Port will be used by interested parties.

MR. S. J. NAIR (*Nedumangad*): May I know whether the customs house and the godowns are to be constructed before the opening of the port or subsequent to the opening?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): I don't know whether a port is going to be opened. Now the attempt is that facilities should be given for boats to come into the port and to land their cargo.

MR. S. J. NAIR (*Nedumangad*): Sir, it is stated in the Demand "in connection with the opening of a port at Neendakara.....". In the absence of a port why should the customs house and godowns be erected?

PRESIDENT: I take it that the honourable members have got notice of these demands.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Is there not a difference between a Port and a Harbour? Sir, all these questions are put to know whether it is the intention of Government to have a port or a harbour at Quilon?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Only a port is going to be opened at Neendakara.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Is there not even now a port at Quilon for which no extraordinary expenditure was incurred?

RAO BAHADUR RAJYASEVANIRATA DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): Sir, may I just point out to the House that Neendakara has not yet been declared a port. For that purpose a notification will be published. The demand is for the acquisition of land. After the land is acquired, buildings will have to be constructed, and when all that is done a notification will be published declaring Neendakara as a Port.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Is there any idea of declaring Neendakara a Port?

RAO BAHADUR RAJYASEVANIRATA DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): Yes, that is why the demand is made.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know what was the urgent necessity for moving a supplementary grant?

PRESIDENT: It is open to the President of this Assembly to speak on any motion, and having regard to the questions which have been put on the motion and a number of misconceptions which must have arisen, I propose to say a few words on these matters. In connection with the Pallivasal Scheme some heavy goods will have to be imported. The landing of these goods cannot be adequately handled at Alleppey. On the whole the demand has been great that facilities should be made at Neendakara for the landing of heavy cargo. In order to make Neendakara suitable for this purpose preliminary estimates of expenses are necessary and in order to meet that contingency I take that this supplemental grant is moved.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Sir, I oppose the demand. The first item of the demand i. e., for Rs. 4,910 is objected on two grounds. One is that it should not be brought forward as a supplementary demand. The question of the goods to be got down at Neendakara for the purpose of the Pallivasal Scheme is not a new one. The Boundary pillar was erected a few years before and an allotment was sanctioned for the same. And at that time there was this necessity of having a customs house etc., but it was not brought to the notice of this House. Probably some more goods will have to be landed for Pallivasal works; but there is no ground why a necessity that has not been felt on a previous occasion should be felt now. With regard to the goods for Pallivasal, there is no difficulty of ascertaining the value of goods without a special customs house. The other ground stated by the Excise Commissioner was that there was a demand from two companies for making landing facilities at Neendakara. It is not stated as to when the demands from these companies came to Government. He said that the Peirce Leslie Company and the A. D. Cotton Mills at Quilon had applied to Government for this in the year 1935. This does not establish the necessity to have a permanent customs house or a godown at Neendakara. These kinds of demands will arise only occasionally. If the Government want to oblige a particular firm.....

PRESIDENT : I take it that the honourable member is reconciled to all these goods going to Cochin if landing facilities are not given at Neendakara.

MR. A. S. DAMODARAN ASAN (Mavelikara): Yes, Sir. This ground was brought forward when the goods for Pallivasal works were sought to be landed at Neendakara. But I do not fear that either the two firms or a larger number of firms at Quilon will prefer to have goods landed at Cochin and have them carried through more costly conveyances to Quilon than meet a small expenditure for landing goods at Quilon. I do not fear, Sir, that such a contingency would happen. But we are only concerned with the sanction of Rs. 4,980 for a permanent customs house. And we are not told as to the exact quantity of goods that are to be annually landed at Neendakara. I am not sure whether in the 4,980 rupees is included the pay of the staff as well. That has not been mentioned. It is stated "it is for the acquisition of lands etc." Then for the additional staff there will be further demands made from the Excise Commissioner during the next meeting of the Assembly. Sir, I am of opinion that when a supplementary demand is made there must be a special reason which did not exist at the time when the General Budget was introduced. Nothing of that sort has happened here. With regard to the next item of demand also, there was absolutely no justification for not including it in the General Budget. Large funds were set apart in the same for other purposes and the Government should have known that the amount was not sufficient for completing the same. The only reason that I could find for not including such a big amount under Leper Colony in the General Budget is to see that the budget should appear to be a surplus one or that the Government did not want to bring down the surplus sum under the budget.

MR. K. KUNJUKRISHNA PILLAI (Quilon I): Sir, I wish to offer a few remarks on this motion for supplementary grants. Sir, nobody for a moment doubts the necessity and the utility of this scheme. I don't think any serious objection is raised on that ground. We should see that these ports are developed as far as possible and as soon as possible and we must have more of them. And it has also to be taken into consideration that if heavy machinery allowed to be landed in Neendakara through the water route it may be a more advantageous and cheaper mode of transport to Pallivasal. I remember the Electrical Engineer explaining it to the House showing what substantial gain could be got if it is possible to land machinery in or near Neendakara. Because some firms also want to land their machinery for their use it cannot be taken that we should not incur an expenditure because they are private firms. Sir, affirming that facility for carrying on all businesses should be given I will have to make a few remarks on the manner in which these demands are presented to the House. The House has taken a consistent view with regard to the development of our ports and have claimed that they ought to be developed as soon as possible. But, Sir, it may be said that the income that we derive by way of customs at Quilon Port or from ports north of Quilon is not

wholly ours : we only get a share that is allotted to us. It may be asked then why should we incur more expenditure. That is a fact. But it is not merely the customs dues that we must take into consideration. Our prime consideration must be the development of the industries, commerce and other adjuncts of a progressive State. So, there cannot be any valid objection on the merits with regard to the development of this scheme.

With regard to the Noornad Leper Colony the question arose as to what was the necessity for this additional expenditure at this time of the year. I was able to understand that the additional expenditure became necessary on account of the fact that at first Government thought of completing the scheme bit by bit and afterwards they found it impossible to do so and they wanted to finish it as a whole. So they have demanded for a supplementary grant. The Government is quite right in demanding it, as we all know that they cannot take all the lepers and leave them without protection. Moreover, workmen refuse to go into the Colony when people affected with the disease are brought into the Colony. I can understand that it is a reasonable ground. But I do consider that there is some technical objection with regard to the way in which supplementary grants are made. I do not understand what prevented Government from bringing it forward during the regular budget session. Sir, in the Standing Orders rule 77 states thus :—

(1) An estimate shall be presented to the Assembly and the Council for a supplementary or additional grant when :—

(a) the amount voted in the budget of a grant for which the vote of the legislature is necessary is found to be insufficient for the purpose of the current year,

or

(b) a need arises during the current year for expenditure, for which the vote of the legislature is necessary upon some new service not contemplated in the budget for that year.

(2) An estimate may be presented to the Assembly and the Council for an additional or supplementary grant in respect of any demand to which the Assembly or the Council has previously refused its assent or in respect of an amount which the Assembly has refused.

(3) Supplementary or additional estimates shall be dealt with by the Assembly and the Council in the same way as if they were demands for grants

Sir, under what head do these items come and why were they not presented in the usual course? What were the special difficulties which prevented the Government from bringing it out as a regular demand? An explanation is due from the Government member who brings forward a supplementary grant. This House has been a bit lax in the matter of allowing supplementary grants. I consider that the present demand will be allowed by the House on the merits of the scheme. Some feeling remains in this House that no adequate explanation has been given by the member as to why it was brought forward as a supplementary grant. Under what head provided for the demand under supplementary grants does this come? I think that my friend

[Mr. K. Kunjukrishna Pillai.]

Mr. Asan was pressing this point. I take that this view point is a correct one that is to be taken if this House has to exercise its proper control over the expenditure of funds by Government. But on the merits of the scheme, I have nothing to say against the demand, except that some explanation ought to be given why this was not brought forward earlier since it has been admitted by the Excise Commissioner himself that the proposal came as early as 1935. The Electrical Department also made it known to them that they wanted to have facilities to land the machinery at Neendakara sufficiently early. It has also come to the notice of the Excise Commissioner that other firms wanted to get facilities. In the face of these statements, one would think that the Government member who brought forward the demand was not aware of the rules regarding supplementary grants. I request that as far as possible, supplementary grants have to be brought in strictly under the rules and even when it has become absolutely necessary to put forward supplementary grants, Government members should be asked to give the reasons, so that we may feel sure that they are at least aware of the rules relating to supplementary grants.

SADASYA TILAKA T. K. VELU PILLAI (*Trivandrum-Urban*): I am not against declaring Neendakara as a port nor am I against the construction of a Customs House at Neendakara, for it is well known that without customs house, the revenue cannot be collected and smuggling cannot be prevented. But I propose to say a few words, because on previous occasions, in regard to the construction of Public Works, mistakes of a serious character have been made, that the Government have to be very careful in pushing such kinds of work. The distance between the Port of Quilon and the Port of Neendakara is only three or four miles. Quilon was a port for centuries and centuries and Neendakara was also not unimportant. Sir, for the last 70 or 80 years, the Government have been neglecting their chances of developing our own ports. Not merely that. The A. V. M. canal was constructed between Trivandrum and Colachel with the idea of giving communication between Colachel and Trivandrum, and with the idea of improving the Colachel Port. Sir, it is unfortunate to note that even that portion of the canal which had been opened with a flourish of trumpets as a patriotic duty by one of the great sovereigns of Travancore, that canal which couples the glorious names of the Maharajas with the still more glorious name of Queen Victoria, that canal which had been opened on the authority and assurance of the Travancore Government, is now neglected.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Sir, it has been proved that during discussions on supplementary demands general policy cannot be discussed. I am afraid the discussion deals with the general policy.

PRESIDENT: I take it that in the case of a much experienced member of the Assembly all these should be regarded as introductory to the discussion. (*Laughter*).

SADASYA TILAKA T. K. VELU PILLAI (*Trivandrum-Urban*) :

am very thankful. I certainly know the law on the subject and I would be the last man to do anything not allowed by law. My point was only this, that before proceeding with this work, Government ought to be satisfied that it is a workable proposition which would confer benefit on the people.

The fact that the distance between Quilon and Neendakara is only four miles raises an important issue. Are we to have both the ports? Are we to improve both of them? They are questions connected with this supplementary grant. My only object in saying this before this House is that Government should be careful. They must consult real experts. There are specialists for every purpose. There is a specialist for looking to customs, the Excise Commissioner. There is a specialist in the Engineering Department. That is Mr. Truscott. But to co-ordinate these things, these various points of view, there is no organisation. Government have necessarily to sit in judgment over all these questions. No doubt, the experience of Government is great, but no Government has a mastery of all subjects. Therefore we have to be more careful. Things are often done without sufficient data, without correct knowledge. There are ports in Travancore but hitherto there are no proper charts prepared. So, if you embark on these schemes, I say, it should only be after a co-ordination of ideas. It should not be like two persons joining together to translate a piece of English into Malayalam; one of them not knowing English and the other not understanding Malayalam. I therefore submit that this House should take into consideration the prospects of the ports before you make a grant for the construction of a customs house.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*) : Sir, it is very much regretted that an important question like this should have given room for so much discussion and so much misunderstanding. When we are discussing the question of making Neendakara a port, we are trying to bring in the A. V. M. canal and the history of the Colachel Port. The question is whether this House shall vote for the demand now made of five thousand and odd rupees for the construction of a port at Neendakara and for affording further facilities for working it as a proper port. In the first place I understand that my learned friend Mr. Damodaran Asan has opposed it on principle and not on merits. I cannot conceive of any member of this House opposing the proposal on the merits. Quilon, they say is a port and the Government say now that Neendakara must also be made a port. Why should Neendakara be made a port when we have already a port at Quilon? This question, if properly answered would remove all doubts on the matter in question. Any person who is acquainted with Quilon can understand the necessity of a port at Neendakara. The development of the Quilon Port was considered by Government along with the opening of a port at Neendakara. These schemes were being investigated from a very long time past. Many have visited the places and enquired into the matter. They have all decided that Neendakara affords better

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facilities for a developing port. For developing the Quilon Port, a pucca pier has to be constructed at enormous cost. The difficulty is for goods to be taken from the ships to the land across the high waves. Several accidents, resulting in loss of life and loss of property are the common features of the loading and unloading at Quilon. But Neendakara Port has its calm waters and has its larger facilities. Instead of spending a large sum of money for developing the Quilon Port, Government think it proper that Neendakara Port should be improved with a smaller investment resulting in greater advantage. Let alone the general question of employment for the unemployed. The place around Neendakara would become commercially more valuable and better prospects may be given to the people.

I do not plead that this must be the defence for the proposal. Now Neendakara has other prospects. A port is not a port for unloading. It is a port from where goods also may be loaded. Look at the development we have been having recently in regard to the monazite and ilminite manufacture. Because of this work near Neendakara price of land has gone up very much. A large number of people are doing work in the various factories. Applications are being made every month for the issue of fresh license. These indicate that Neendakara unlike Quilon port area, has a future as a manufacturing centre. Now I understand that these heavy materials are being taken in *Vallams* across the troublesome breakers to the ships and the shippers find it highly inconvenient and risky. The cost of transport is also heavy. If on the other hand the Neendakara Port is improved, transport will become easier, less risky and less costly. It will naturally result in an increase in export which implies larger production and larger employment of labour. It means additional revenue to the State. Not only Quilon or Karunagapalli, but even Colachel also will be interested in the development of a Port at Neendakara. There is no question of Central and South Travancore in this matter.

And after all what is the demand? It is only 5,000 rupees. Thousands and thousands of rupees are being spent on various other works. I am not surprised at Mr. Asan opposing the demand because he did it on principle and not because he had anything to say against it on the merits of the question. He is always opposed to a demand which is not brought forward in time. On principle I too support his view. Sir, Government have been considering this question for some time. Unfortunately it was not possible for arriving at a decision when the budget for this year was prepared. A decision could be arrived at only by Chingam this year. On that ground should we wait for another 11 months till the next year's budget is got ready? Personally, Sir, I would wish that all such matters are brought in at the Budget Session; because then this matter would not have attracted the attention of the honourable members here and would have been carried without any difficulty whatsoever. We all know, Sir, that during the Budget Session item after item is being passed *en bloc*. Then Colachel would not have

evoked feelings of patriotism in some members and Neendakara would not have evoked patriotism in another. It is a matter which has been engaging the attention of Government for a very long time. The decision was made only recently and the demand at present is proper. I therefore support the supplementary demand.

MR. S. J. NAIR (*Nedumangad*): I rise to support both the items of this supplementary demand. It has been stated by some of my friends that this demand was not in order since it could have been thought of even at the budget time. Rule 77 (b) says that an item of expenditure for a new service which could not have been contemplated at budget time could be brought in as a Supplementary Demand. And the Chief Secretary has just now told us that the Government propose—they have not yet done it; it is only a proposal—to declare Neendakara also as a port. Certainly the Government have come to that decision only after the budget for the year was passed. The demand is quite in order.

As regards the utility of Neendakara as a port, I can assure the House, from my own personal experience as a layman, that Neendakara would be the best port in Travancore. Long before Travancore entered the Cochin Harbour scheme, during the time of the late Maharaja, the Government of Travancore had this idea of developing Neendakara as a port. Unfortunately, for some reason or other, that proposal fell through; and now Travancore has entered into the Cochin Harbour Scheme. I can assure this House that Neendakara would be useful not only for the people around there and for this State as a whole, but also for the whole of South India if a port is started there. It would be a much better port than even the Cochin Harbour. The facilities now available at Alleppey and Quilon are not at all attractive to big shipping firms. It is therefore very necessary that Neendakara is developed into a port as early as possible. I am sure it would indirectly help the industrial and commercial regeneration of the State.

With regard to the second item of the demand, Mr. Truscott has informed us that the work has already been completed and that the contractor has to be paid. This House is bound to see that such payments are made in time.

With these words, I support both the items of the demand.

SADASYA TILAKA T. K. VELU PILLAI (*Trivandrum—Urban*): I request that I may be given just one minute to make a personal explanation in order to clear a misunderstanding. I never said anything against the construction of a Customs House or other buildings, or the development of the Neendakara port. I only said that in declaring Neendakara as a port, it should be borne in mind.....

PRESIDENT: Such assurances are hardly necessary from the Deputy President of this House.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): As the President of the South Travancore Chamber of Commerce, I am in full agreement with the views expressed by my honourable friend Mr. T. K. Velu Pillai as regards the Colachel Harbour. It is perfectly

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true that that harbour has been starved for years together while practically all the resources of the State have been spent on the mud-bank of Alleppey which has proved very costly and after all a failure.

But, Sir, it is not on that ground that I oppose the demand. My point is this. We do not know exactly what the development of this port would cost us on the whole. That is the ground on which I oppose the demand. A Singapore basin may be started at Neendakara, and it may ultimately prove to be a very costly scheme and perhaps also a bad failure.

PRESIDENT : So far as I can see, there is no idea of developing a submarine base at Neendakara.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*):

Sir, what troubles me most is this. Why should we think of developing a port without having any idea about the total cost involved? Why should we make a post-mortem estimate (*Laughter.*) of such works? Therefore, Sir, I would, on a question of financial principle, oppose the demand.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): I wish to speak a few words on the first part of the demand. I have not yet decided whether to vote for or against this demand. It is clear from the statement made by the Chair that the object of this grant is to afford better facilities for the landing of some heavy goods needed for the Pallivasal scheme. There is no doubt that, if there is real necessity for that even now, the demand should be granted. Personally I think that, although the need for such facilities might have existed at the time the Pallivasal works were commenced and were in progress, there is no reason to suppose that the authorities in charge of the works would have waited so long for this. We have not been told that the necessity exists even now. I do not think the Department could have waited so long. They must have somehow managed to land the goods that they required. Unless there is actual necessity even now, I am not for granting this demand. I request the Chair to direct some responsible officer to furnish this House with the information as regards the present necessity for this item of expenditure.

RAO SAHIB MAHAKAVI S. PARAMESVARA AIYAR (*Nominated*): I rise to support the motion for this supplementary grant. I must say that the information furnished by the official benches on this subject has not been adequate. Under the first item, the amount of Rs. 4,000 and odd now asked for is intended for the acquisition of land for the construction of certain buildings which will inevitably lead in future to further expenditure. It was therefore that I asked the Government member in charge of the demand what the actual cost of the erection of the Customs House, godowns and wharves would be on the whole.

The Government member was not in a position to furnish that information, although it could have been easily ascertained. I beg to suggest that, in future at least, when such demands are brought before this House, the Government members concerned would come prepared with an idea of the entire cost of the scheme and other particulars, as otherwise, it would not be possible for us to help them with our votes. All the same, I think that the cost, in this instance, may not be very heavy, and therefore, I am willing to support this portion of the demand.

From what I know of Neendakara and Quilon, I may say that Neendakara is a place of growing importance; and if it is declared as a port it will be of use not only to the people of Neendakara but of the State as a whole.

There has not been much of opposition as regards the second item included in this demand. I think that item has also to be granted.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): I have very great pleasure in supporting both the items of this demand. It has been the tradition of this House not to refuse a grant of this nature, especially one intended for the development of our ports. There is no question of any parochial or local patriotism in such matters. There is no such thing as Neendakara patriotism or Colachel patriotism. Sir, that great soldier-statesman, Raja Kesavadas, was a native of South Travancore and he was the maker of modern Alleppey. It was he who developed the Alleppey port. It is not in the blood of any Travancorean, whether he belongs to Parur or to Cape Comorin or to Karunagapalli or to Shencotta, to stand in the way of the development of our ports. That has always been the desire of every patriotic Travancorean to whichever caste or community he might belong. There is, therefore, no use in side-tracking the issue by referring to local patriotism.

Sir, this is a very important question. In considering the development and maintenance of our ports, we have always to bear in mind the commitments that we have already made and also the possibility of our joining the Federation of India. Sir, we are parties to the Cochin Harbour Agreement. Neendakara, we must remember, is within the pooling zone, as it were, of the Cochin Harbour scheme. Fortunately for us, we have ports south of Quilon also; and they are outside the pooling area of the Cochin Harbour scheme. Colachel and Srimulapuram are two good ports in South Travancore. It has been ascertained that Srimulapuram is nearer Colombo than Tuticorin; and Colombo, as we all know, is in the trade route of the world. It should always be the aim and endeavour of our Government to develop those ports in South Travancore. My friend Mr. Puthupally Krishna Pillai referred to the monazite, ilmenite and zircon factories working in the neighbourhood of Neendakara. Certainly those factories, must be given shipping facilities, as the monazite factories near Colachel should be given shipping facilities there.

PRESIDENT: Some time ago, when certain question was put regarding the relevancy of the observations of a previous speaker, I referred to those remarks as being introductory. The remarks of the honourable member now in possession of the House, I may mention, can hardly be regarded as introductory. It is the Neendakara port that is now under discussion before the House.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): I submit, Sir, that it would be worth our while to develop the Neendakara port, especially because it would facilitate the landing of heavy goods needed for the Pallivasal scheme. There is no harm in our taking advantage of this immediate need and spending this small amount for the development of the Neendakara port. With regard to the other item, viz., the construction of additional buildings for the Noornad leper colony it is a matter that has cropped up in the course of the current financial year. I find from the current year's budget that Rs. 20,000 has been allotted for this purpose. But the Chief Engineer has found that in the course of the year it is better and more convenient to take up all the buildings at once. For, if temporary sheds are put up where the leper patients are housed, the contractor will find it difficult to proceed with the work later on. So it was quite proper on the part of the Government to take up the completion of all the buildings for housing the leper patients at the same time. I was a member, Sir, of the Finance Committee before which this item was placed. The whole matter was discussed with the Government member and it is only after that that the item was granted by the Committee.

MR. A. THANU PILLAI (*Trivandrum-Kural*): Sir, it may be a very good thing to open a port at Neendakara. But we must not overlook the fact that we are dealing with the question in its financial aspect. I do not mean to say that the Travancore Government will not be able to spend Rs. 50,000 or Rs. 1 lakh for a scheme of this kind. But I maintain that when Government place before this House a new scheme of this kind they must be in a position to tell the House what approximately is the cost of this scheme. I asked for this information repeatedly of the official member. But there was no answer. The official side merely stated that the expenditure will not be large. Is it an answer? Am I to be satisfied with such an answer when we are discussing a scheme of this kind? I expect Government to give me a satisfactory answer when they want this House to consider this matter. This is not an insignificant matter.

It has been stated in this House that there has been a demand for opening this port for some time. What has Government been doing all this time? They were not willing to place this matter at the time of the budget. They have waited so long and yet they could not say what the approximate cost will be. Therefore I must oppose this demand for the port. By that I should not be taken to say that I am against the opening of the port. It is not so. There are other considerations why I oppose this item. Apart from the consideration of the proximity of the Quilon port, I oppose this demand on the financial aspect of it.

In regard to the leper colony at Noornad I am at a loss to understand why this supplementary demand was made now. I am sorry I was not able to hear the Chief Engineer distinctly. I think he told this House that the money has already been spent and the building has already been completed. If so, I am prepared to support it. If not, I hope that more particulars will be given so that I may be persuaded to support this demand. But as things stand at present I have to oppose it.

MR. K. R. ELENKATH (*Kalkulam I*): Sir, while supporting the motion I cannot but make a few observations on the way in which the demand has been made and the reasons advanced both by the official members and the members on this side of the House. I only want to deal with the question of the development of Neendakara into a port. It seems to me that Neendakara, compared with Quilon, has greater facilities and if properly developed it will become an important port in Central Travancore. Apart from that consideration, I cannot agree with the view expressed by one of the members that because one or two monazite factories have begun to work there, we should give facilities for them to export monazite and that because there is the Pallivasal Hydro-Electric Scheme and materials have to be imported, we must give the company that imports them a port nearby. Sir, if we are to give facilities to one or two companies for shipment and unloading by giving each one a port by spending Government money, there will be no end of it and no justification for it. Sir, the monazite in Manavalskurichi is exported through Colachel port which is as distant from it not more from the factory than Quilon is from Neendakara. What I say is that this consideration should not weigh with us in launching on a scheme involving heavy expenditure. As far as the particular scheme is concerned I agree to it because I am strongly of opinion that Neendakara will be a better port than Quilon. But before launching on such schemes in future the Government must consider their commitments in other directions. My view is that Government should afford port facilities south of Quilon as far as possible, because the customs revenue received from ports north of Quilon is not going to affect us materially under the terms of the Cochin Harbour agreement. If Quilon and Alleppey were the only ports brought within the pool of the Cochin Harbour revenue, then I would have advocated the development of Neendakara with much more vehemence and greater pleasure. But that is not so. Government will do well therefore to bestow greater attention on the development of ports south of Quilon, as for example Trivandrum, Vizhinjam, Colachel and Leepuram.

MR. P. C. KURIYAN (*Kottayam I*): I wish to oppose item I of the demand. In doing so I wish to bring to the notice of Government the reply given by them in answer to an interpellation this morning that the price of copra ranges from Rs. 50 to Rs. 105. I wish to assure the House that the price of copra has never been above Rs. 50. If that is the kind of estimate for the Neendakara port, then I cannot support the demand. As Mr. Velu Pillai and Mr. Thann.

[Mr. P. C. Kuriyan]

Pillai have stated I should have more details before I support this scheme. Sir, we have heard a good deal about the Pallivasal Hydro-Electric Scheme. From what I have heard I am forced to express that there is good ground for the fear in the country about the success of the Pallivasal Scheme. There is also a fear about the success of the Rubber Factory.

PRESIDENT: Order, order. I rule that all references relating to the rubber factory and the possibilities of the Pallivasal Scheme are not germane to the question before the House.

MR. P. C. KURIYAN (*Kottayam I*): With these words I oppose the demand.

MR. G. NILAKANTAN (*Nominated*): Sir, I wish to say a few words. I wish to know whether the Neendakara port is to be treated in the same way as the Manakudi port, the Sree Mulapuram port, the Munambam port and the Trivandrum port. If it is to be treated like the Manakudi port, I wish to know the necessity for godowns, wharves, &c.. If I am furnished with information on these points I shall be able to pronounce an opinion on these two subjects.

RAO BAHADUR RAJYASEVANIRATA DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): I little expected that there would be so much criticism and discussion on the demand relating to the Neendakara Port. Sir, the idea of declaring Neendakara a port started when the Electrical Engineer reported to Government the necessity of having wharves at Neendakara for the landing of heavy machinery required for the Pallivasal Scheme. On receipt of the report of the Electrical Engineer Government took the matter up with the Marine Survey Department of the Government of India. The anchorage at Neendakara had to be surveyed before Government could decide whether it would be possible to declare Neendakara a port. Though the Electrical Engineer wanted facilities for importing heavy machinery earlier than the Marine Department could finish the survey, it was not possible to do so. That was the reason why Government were not able to provide for this item in the budget for the current year.

The question was asked whether the necessity for landing the machinery for the Pallivasal Scheme still continues. I may say it does. Though some machinery were imported through Cochin, more machinery have yet to be got down and it will be to our advantage if we could import them through Neendakara.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): May I ask whether goods are not being got down through Neendakara till now?

RAO BAHADUR RAJYASEVANIRATA DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): They are being got down through Cochin because facilities for landing do not exist at Neendakara.

Again, machinery have to be got down for the ceramic factory at Kundara. If facilities are not provided at Neendakara machinery will have to be imported through Cochin.

There seems to be some misconception as to how the amount will be spent. The amount is required for the acquisition of lands for the construction of customs house, godowns and wharves.

The machinery will be brought by the steamer. The steamer itself will not go into the backwater direct. The machinery will be transhipped from the steamer into barges which will go through the Neendakara bar into the backwater. Some wharves are necessary for unloading the machinery from the barges. It is proposed to provide these in the backwater. The wharves will be constructed within the Neendakara lake and near its shores. It is also proposed to construct customs house and godowns after acquiring the necessary lands. The necessity for the construction of the customs house and godowns will arise not because Government want to import their own machinery. When once facilities are provided for importing machinery for Government purposes the same facilities can be made available to private firms also for the import and export of their goods.

A few miles north of Neendakara there is a place called Kozhitottam which is now a port. At present ilminite which is being collected and stored at Neendakara is being shipped from Kozhitottam. If Neendakara and Kozhitottam are combined into one port, ilminite collected and stored at Neendakara need not be taken all the way to Kozhitottam, but can be shipped straight from there. Facilities have therefore to be provided not only for the import of heavy machinery but also for the export of ilminite and other products, and for this purpose Neendakara should be declared a port. As I explained a little while ago, before Neendakara could be declared a port a notification has to appear in the Gazettee. The question whether Neendakara should be declared a port independent of Kozhitottam or the two places could be a combined port is under consideration. Before anything is done in this direction the necessary facilities must be provided for loading and unloading goods. Once the place is declared a port anybody could import and export goods and then the necessity for collecting import and export duties will arise. Unless we have a customs house and customs officers, the payment of duty could be evaded.

Then the question was asked, how much the development of Neendakara as a port would cost ultimately. I must say that an accurate estimate has not been prepared. The honourable members can realise from what I have said that the idea is not to bring the steamers right into the backwater and build huge wharves or anything of the kind for that purpose. The proposal is only to build small wharves so that goods can be unloaded from barges. The goods will be transhipped from the steamers into barges which will have to go into the backwater through the Neendakara bar. It is only for unloading the goods from the barges that the construction of wharves is necessary.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): May I know whether the Chambers of Commerce were consulted in this matter?

RAO BAHADUR RAJYASEVANIRATA DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): No, Sir. Originally the idea was to import heavy machinery for the Pallivasal Scheme. Now there is necessity for importing machinery for the Ceramic factory, and ilminite and other articles produced in the State could also be exported. I may inform the House that Government are not going to invest lakhs and lakhs of Rupees for the development of this port. Now the idea is only to have small wharves. Government do not propose to incur heavy expenditure at present. But ultimately if it is found to be a paying concern the question of investing more money on further development may be considered.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): May I know whether the masonry and other building works at Neendakara have been completed?

RAO BAHADUR RAJYASEVANIRATA DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): No, Sir. The difficulty in making provision in the budget for the current year was due to the non-receipt of the report of the Marine Survey Department of the Government of India on the survey they had conducted.

MR. A. THANU PILLAI (*Trivandrum-Rural*): May I know when the construction of customs house and godowns will be proceeded with?

RAO BAHADUR RAJYASEVANIRATA DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): After the acquisition of lands, construction will be started.

MR. A. THANU PILLAI (*Trivandrum—Rural*): Is it to take place long after the acquisition of lands?

RAO BAHADUR RAJYASEVANIRATA DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): No, as early as possible.

PRESIDENT: The question before the House is that a sum of rupees not exceeding 56,860 be granted under Public Works Department for -

(1) Acquisition of lands for the construction of customs house, godown and wharves in connection with the opening of a port at Neendakara Rs. 4,980.

(2) The completion of the construction of permanent building for the leper colony at Nooranad—Rs. 51,880.

The motion was put to the vote of the House and carried.

The grant was made.

PRESIDENT: Order, order. I thought that the discussion may not take very long and so I did not intend to prescribe any time limit. But considering the time spent on the first item of the grant and considering the fact that there are some more items as well as the report of the Public Accounts Committee for discussion, the House will agree with me in thinking that a time limit of 10 minutes be laid down, to every speaker.